

The Graham Guardian

TWENTY-EIGHTH YEAR.

SAFFORD, GRAHAM COUNTY, ARIZONA, FEBRUARY 7, 1922.

NUMBER 1

TRAIN HITS AUTOMOBILE--FOUR ARE DEAD

SEPARATE AND DISSENTING OPINION BY COM. VAUGHN

In the matter of the application of Frank P. Turner and William J. Kline for a certificate of convenience and necessity to operate a freight line between Tucson and Nogales.

Docket No. 1311-A-507

Separate and Dissenting Opinion
VAUGHN, COMMISSIONER:

Again I find myself differing in opinion from that expressed by my colleagues; the opinion and order denying an automobile freight line to operate over the public highway between Tucson and Nogales is a step backward; I cannot see why a reduction of 5 cents per hundred pounds on freight over a distance of 68 miles should not be permitted; applicants herein propose to transport freight at 50 cents per hundred pounds while the present average railroad rate is 55 cents per hundred; first-class railroad rate between these points is 66 cents per hundred and the fourth-class rate is 44 cents, the average between these two classes of freight being 55 cents, or just 10 per cent higher than that offered by the automobile freight line; the automobile line proposes to haul all in one classification at a flat rate of one-half cent per pound.

This is a time when every shipping industry in this state, and throughout the nation, is clamoring for lower freight rates; thousands of dollars are being spent at this very time by traffic bureaus, farmers organizations, the live stock industry and many others, for relief from this burden of high freight rates, and, to my way of thinking, any relief from this burden, however small it may be, should be welcomed to the opportunity of a practical demonstration; for when a lower freight rate has been successfully demonstrated then, and only then, will we get relief; Henry Ford's practical demonstration of lower rates is causing no little unrest among high-salaried railroad officials—criticism of Mr. Ford's railroad operations is being circulated and sent broadcast over the land.

Any reduction in freight rates should be reflected in the price to the consumer of the necessities of life; the price of the necessities of life affect every citizen; taxes in building and maintaining the public roads affect every citizen; and it appears to me that the public might be allowed to use its highways in self-defense against high railroad freight rates.

The auto freight line is not only offering a cheaper rate but it will give a better service in that it gathers its freight and delivers it without the added expense of drayage to and from the depots and the resultant delays incident to depot storage; and, the auto freight line operated on the alternate days of railroad operation would, certainly, give a better service, in freight and express, to the public from every angle of consideration.

Our state highway department, aided by Federal appropriations, is, and has been, building roads, not for pleasure cars alone but for freight as well as pleasure, some of the best, as well as the most expensive, highways in the country are to be found in Arizona; and, with such highways so firmly built, at the expense of every citizen, I cannot conceive of a denial of the public to the privilege of sharing in whatever benefits might accrue from money thus invested; suppose another line of railroad were intending to enter the district in question would the public, through its Corporation Commission, deny such railroad the right to enter upon the ground that there was not business sufficient to justify its

entry; perhaps the volume of freight handled, or to be handled, in this district is not large but the principle involving rates and service is the same.

D. B. Hutchins in his application for an automobile freight line between the same points submitted the railroad's schedule of freight rates as his basis for rate-making, but this application was virtually withdrawn in advance of the Commission's order, based upon the objection the railroad company was making to this proposed line.

THEREFORE, believing that the public convenience and necessity require the operation of such a freight line under the rate as proposed and that a certificate should be granted to applicants, I file this, my Separate Opinion.

LOREN VAUGHN,
Commissioner.

Dated at Phoenix, Arizona,
This ... day of ... 1922.

Fire Department Receives Gift

The Safford fire department wishes to express through the columns of your paper the appreciation of the entire department for the check from the Safford Ice and Creamery Company, for the sum of twenty-five dollars as a New Year gift to the department. We hope to conduct the department in such a manner as to make all donors to us appreciate them in case any one should be so unfortunate as to have to call on us.

Also the department wishes to express its appreciation to Mr. K. Hall, the noted chili man and old-time fireman, for his monthly donation to the department. During his residence with us, we appreciate him as a retired fireman of the Lone Star State of Texas.

Respectfully,
The Entire Department,
January, 20th., 1922.

GILA RED DEVILS DEFEAT CLIFTON IN BASKET BALL GAME

The "Gila Red Devils" defeated the Clifton "Giants" by the long score of 40 to 9 in one of the fastest basket ball games of the season played Friday night at Thatcher.

CHINESE TO BE EXECUTED IN NEVADA PENITENTIARY BY LETHAL GAS PROCESS

CARSON CITY, Nev.—The execution of the first two men in this country to be sentenced to death by lethal gas was set this week for some time in the week ending April 22. The condemned men, Hughie Sing of Carson and Fee-Jon of San Francisco, Chinese tong men convicted of the murder of Wong Lee at Mina, Nev., August 27, 1921, were brought to the state prison here this week from the Mineral county jail at Hawthorne.

A motion for a new trial was denied but an attorney announced he would appeal to the state supreme court on the ground that death by lethal gas as "cruel or unusual punishment" is prohibited by the Nevada constitution.

The state prison board has not yet provided a cell and apparatus for use in the lethal gas execution required under the new state law. The statute provides that the exact day of execution is left to the discretion of the prison warden, who is to put the prisoner in the lethal chamber for several days and turn on the gas some night while the condemned man is asleep.

FACTS REGARD- ING PAYMENT OF INCOME TAX

INCOME TAX IN NUT-SHELL

WHO? Single persons who had net income of \$1,000 or more, or gross income of \$5,000 or more. Married couples who had net income of \$2,000 or more, or gross income of \$5,000 or more.

WHEN? March 15, 1922, is final date for filing returns and making first payments.

WHERE? Collector of internal revenue for the district in which the person lives, or has his principal place of business. HOW? Full directions on Form 1040A and Form 1040; also the law and regulations.

WHAT? Four per cent normal tax on taxable income up to \$4,000 in excess of exemption. Eight per cent normal tax on balance of taxable income. Surplus from 1 per cent to 65 per cent on net incomes over \$5,000 for the year 1921.

Changes in the revenue law are of material benefit to the average family man. Under the revenue act of 1921 a married person, living with wife or husband, whose net income for 1921 was \$5,000 or less, is allowed a personal exemption of \$2,500. Under the revenue act of 1918 the exemption allowed a married person was \$2,000, regardless of the amount of net income.

The normal tax rate is the same, 4 per cent on the first \$4,000 of net income above the exemptions, and 8 per cent on the remaining net income. Given his personal exemption of \$2,500 plus \$100 for each dependent, a married man with three children—the average American family—will pay this year on a net income of \$4,000 a tax of \$12. On the same income for 1921 he would have paid a tax of \$56.

Every citizen and resident of the United States must determine for himself whether his income for 1921 was sufficient to require that a return be filed. Full instructions for making out a return are contained on the forms, a copy of which will be sent to taxpayers who file a return last year. Failure to receive a return, however, does not relieve a taxpayer of his obligation to file a return on time, on or before March 15, 1922. Forms may be obtained from collectors of internal revenue and branch offices.

BRADY WANTS THIRD ARBuckle TRIAL FIXED FOR NEXT FEW DAYS

SAN FRANCISCO—District Attorney Brady announced Monday he wanted the third manslaughter trial of Roscoe ("Fatty") Arbuckle set for some time next week or at the latest, February 13.

\$8,000,000 FORD BID SECURES HOLDINGS OF LINCOLN MOTOR CO.

DETROIT—Henry Ford formally came into possession of the Lincoln Motor company of Detroit when Federal Judge Tuttle confirmed the sale of the property affected at public auction Monday morning. Ford bid \$8,000,000 for the Lincoln holdings.

CHAMBER OF COM. MERCE MEETS TONIGHT

Do not forget the meeting of the Chamber of Commerce at the court house tonight at 8 p. m.

Among the interesting and important events of the evening will be an address by C. B. Brown, president of the State Farm Bureau Federation.

LOS ANGELES PLANS SPEEDERS ROCK PILE

LOS ANGELES—An old proverb reads "he travels far who travels fast" and Police Judge Ray * L. Chesebro adds that the terminus * of the route is likely to be the rock * pile if the traveling is done too fast * in an automobile.

* He has caused to be established * at the Lincoln Heights police sta- * tion a "speeder's rock pile and an- * nounced he would send to it viola- * tors of the city's laws.

VOTE FOR THE ROAD BONDS AND HAVE GOOD ROADS

Next Saturday, February 11th, is the day set for road bond election and it is to be hoped that the taxpayers will realize the great benefit that will come to the people by voting favorably for the issue and insure good roads in Graham county.

Good roads build up a community. They are absolutely necessary for the prosperity of the people and that great benefit, as well as great economy, has been obtained everywhere in our country where good roads have been built. It is so well known, that it seems impossible to believe, that anyone could oppose a proposition, which favorably carried, would accomplish so much good, especially at this time, or the people of Graham county.

The fact that the United States Bureau of Good Roads has declared in favor of the Central route, which carries through the Gila Valley, should convince the voters that this very important body believes that this is the best route to the coast and is preferred by the Bureau over the Borderland route, and has so declared itself.

Every man and woman voter should realize what this means in a beneficial way to the Gila Valley, if they accept the opportunity and vote in favor of the road bonds, which will secure the construction of a broad surfaced road through the valley by the help of Federal aid and its maintenance forever by the state through the government.

At the present time, the taxpayers pay \$2.50 per thousand dollars valuation for the purpose of keeping up dirt roads, a very unsatisfactory and certainly not economical method of providing good roads. It does not provide good roads and never will.

It is a simple waste of the people's money, for good roads cannot be built and maintained through such a method.

Good roads of the permanent kind has made California and the people of that state know it. Good roads will do the same good work for Arizona and our people are sure to realize this fact if they accept the opportunity for building good roads when it comes to them.

The people of Graham county should vote favorably for the road bonds at the election next Saturday and put Graham county in the progressive class.

MEETING OF WOMAN'S CLUB

The president of the Woman's Club, Mrs. D. Scott Schenck, announces that a general meeting of the club will be held at the club rooms in the court house, Friday afternoon February 11, at 3:00.

TERRIBLE ACCIDENT OCCURS AT WEBSTER CROSSING AT CENTRAL

CITIZENS OF BENSON SEARCH PREMISES OF OFFICER REARRESTED

TOMBSTONE—With one of their number sworn in as an officer by a justice of the peace, citizens of Benson, Arizona, 26 miles northwest of here, Monday night searched the residence and garage of William Bennett, deputy sheriff and constable of Benson, who was arrested Sunday on a charge of murder growing out of the slaying of E. O. (Red) Osborne, alleged bootlegger, at Benson on January 22.

Osborne was said to have had two cases of liquor in his automobile at the time he was shot and killed during an altercation with Bennett. The liquor is said to have disappeared following the shooting. Bennett was exonerated by a coroner's jury the day following the shooting after several witnesses had testified he fired in self-defense. He was re-arrested in Nogales, Arizona, on a charge of murder sworn to by a brother of the slain man and was released by officers under bond of \$10,000 after waiving preliminary examination.

RODENT CONTROL IN GRAHAM COUNTY MAKING SPLENDID DID PROGRESS

During the last three weeks a great deal of work has been done toward exterminating gophers and other rodent pests in the Gila valley. Mr. Isaac Rogers of the United States Biological Survey has been in the valley during this time and in cooperating with the County Agricultural Agent, is working on a campaign to clean up the rodent pests in all the towns and on all the farm lands in the valley. Eleven demonstrations have been held with a total attendance of 220 people, and a total of 542 quarts of poison grain and 42 traps have been distributed. A total of 9,191 acres have been covered. It is estimated that the percentage of rodents killed on this area has been from 75 to 80.

Much work remains to be done if the farmers of the valley are to obtain the full benefit of this work. At least 300 more farmers should obtain the poison and make use of it. Many of those who have recently done some work will need to get additional poison to finish covering their land thoroughly. Mr. Rogers will be in the valley only about ten days more. Every person in the valley who is troubled with these pests should arrange to get some poison and instructions as to how to use it. The poison can be obtained at the County Agricultural Agent's office. During the next week Mr. Rogers will spend a day in each community to distribute the poison to all who desire it. Watch for the date when he will be in your community.

MCCREARY JURY NOT ABLE TO AGREE UPON VERDICT IN 20 HOURS

PHOENIX—A jury which tried Albert M. McCreary for the murder of J. M. Dunn, a rancher, was ordered dismissed shortly before noon Saturday by Superior Court Judge Jencks, when it failed to reach a verdict after deliberating almost 20 hours. The foreman reported to the court that the vote stood six to six. McCreary is alleged to have shot and killed Dunn while the latter was sleeping.

VOTE FOR GOOD ROADS.

Saturday evening one of the saddest accidents happening in the valley for some time, occurred at the Webster crossing near Central, when an automobile containing five persons, Mr. Lorenzo J. Brown, Mr. and Mrs. G. J. Hatch, Mrs. E. P. Bryce, Dewey Bryce, was struck by the evening passenger train which resulted in the death of all but Dewey Bryce.

Mr. Brown of Ft. Thomas, was instantly killed, his body being cut to pieces by the passing train. Mr. Hatch died shortly after arriving at the hospital in Globe. Mrs. Hatch died about midnight and Mrs. Bryce passed away during the early morning hours.

The body of Mr. Brown was taken to the home of his sister, Mrs. Chas. Hendricks, at Thatcher, after the accident.

Mr. and Mrs. G. J. Hatch were residents of Ashurst. They leave a large family, some married and six unmarried children. Mrs. E. P. Bryce also resided at Ashurst and leaves a husband and a number of children. Mr. Lorenzo J. Brown lived at Ft. Thomas and is survived by a wife and eight children.

Union services will be held at the Thatcher church at 11 o'clock today under the direction of the stake presidency and interment will be made as follows: Mr. Brown to be buried at Thatcher, Mr. and Mrs. Hatch at Safford and Mrs. Bryce at Ashurst.

FORD RETAIL SALES GO OVER ONE MILLION

Show Increase of 105,000 Cars and Trucks Over Previous Year

Retail sales of Ford cars, trucks and Fordson tractors have again exceeded the million mark for the year 1921, according to a statement given out today by the Ford Motor Company.

The Ford factory and assembly plant production figures reached a total of 1,950,740 cars, trucks and tractors for the year, with retail sales by dealers approximately 1,093,000, which in the United States alone surpassed the 1920 retail record by 104,213 Ford cars and trucks.

The Ford Company says the outlook for 1922 is decidedly optimistic. In fact, concrete evidences already exist in that car and truck retail sales for December 1921, exceeded December 1920 sales by almost 25 per cent, and Fordson tractor retail sales for the same periods show an increase of over 100 per cent for December 1921, as well as an increase over the total tractor sales for the month of November.

These facts seem to indicate not only are the farmers buying more freely, but the general public is becoming more responsive and receptive.

Another point brought out by a comparison of production figures for the past two years shows the Ford enclosed cars are gaining in popularity, as 23 per cent of the 1921 production were Sedans and Coupes as against a total of 18 per cent for the year previous.

Recent reductions in Ford car and truck prices brought them to a new low level. The Touring car now sells for \$348, the Runabout for \$319, the Coupe for \$389, the Sedan for \$415, the Chassis for \$285, and the Truck for \$430, all F. O. B. Detroit.

This is the fourth price cut in the past sixteen months. During that time the price of the touring car alone has been cut from \$575 to \$348, a reduction of 40 per cent. Reductions on

Train Returns to Safford
With the wounded, the train backed up to Safford, where first aid was given by Doctors D. Scott Schenck and J. Newton Stratton, after which the unfortunates were taken to Globe and sent to the Gila county hospital.

Mrs. Hatch died at 10:30 from her injuries. Mr. Hatch died at 12:30.

The train was manned by Seth Arkill, engineer, and George Reed, conductor. Arkill is the oldest engineer on the line, having pulled the first train into Globe over the Arizona Eastern. He is considered a most able engineer and most careful.

Statement by Survivor
Dewey Bryce, who escaped death by a narrow margin, said:

"We, my mother, Mr. and Mrs. Hatch, Andrew Brown and I, had been attending the monthly priesthood meeting of the Church of Jesus Christ of the Latter Day Saints at Thatcher and were on our way home to Ashurst. My mother was president of the relief society of the church. We drove along the road to Webster's crossing behind another automobile, Mr. Hatch driving our car.

"I was sitting on the rear seat of the car and when we approached the railroad crossing, I saw the auto which we had been following halted by the roadside. There were some people there in a buggy, too, also halted.

"Mr. Hatch drove past these vehicles and as he did so the people in them called out to us that the train

Continued on Page Four

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